

# Transportation 2000 Study Group Considerations

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- ◆ *A comprehensive approach to developing a transportation program includes highway preservation, modernization, and expansion; support for all transportation modes; and funding for local jurisdictions.*

In discussing the development of a Comprehensive Transportation Program, the Study Group was presented with a view of the “Building Blocks” that make up a comprehensive approach to developing a transportation program. Underlying the development of any state transportation program are the ongoing activities and

responsibilities of KDOT. These include routine maintenance, agency operations, transfers, and debt service. The other major components included in a comprehensive approach include highway preservation, modernization, and expansion components; a modal component; and a local jurisdiction component.

Figure 11 illustrates the “Building Blocks” of a Comprehensive Transportation Program.

The following is a discussion of the Study Group’s considerations.

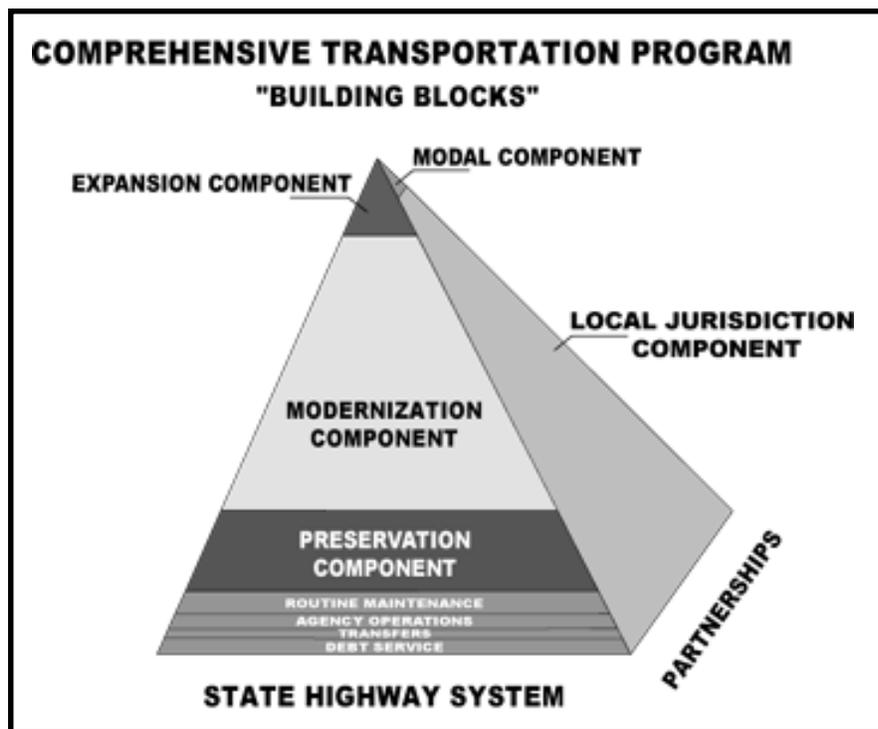


Figure 11

## Review of Current Expenditures And Revenues

- ◆ *State Highway Fund ending year cash balances are higher than estimated at the time the CHP passed, allowing for a modest Interim plan beyond the CHP.*
- ◆ *After FY 2002 available resources drop below expenditures. Programmatic changes will have to be made immediately in the absence of additional funds.*
- ◆ *TEA-21 did increase federal funds to Kansas. However, the majority of these funds had already been anticipated and incorporated into the Interim Plan. In addition, much of that funding is earmarked for specific projects or purposes.*
- ◆ *State Highway Fund revenues are not sensitive to inflation but expenditures are, thus eroding the state's "buying power."*

## Background

The CHP was funded with revenue from a combination of motor fuels tax, vehicle registration fees, and sales tax, supplemented by federal-aid and local funds in some categories. Bonds in the amount of \$890 million were also authorized. The CHP provided that all projects were to be let to construction contract by the end of FY 1997. Adequate funding was included for their actual construction along with funding to pay the debt service on authorized bonds. At the time the CHP was established, Substantial Maintenance and agency operations were only funded through FY 1997.

Cash flow projections based on the latest revenue and expenditure data show that the State Highway Fund ending year cash balances are higher than originally estimated. This is primarily due to early bond sales timed to take advantage of lower-than-anticipated interest rates, greater-than-anticipated federal-aid, competitive bid lettings, and low

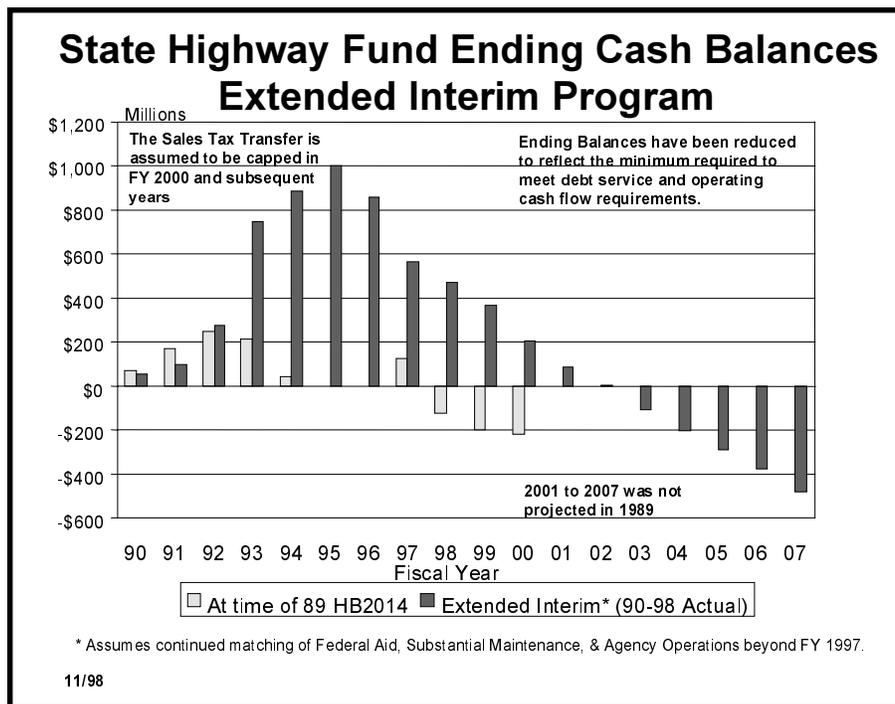


Figure 12

## Comparison of ISTEA and TEA-21 Showing Annual Average Federal Funds

(\$ Millions)	ISTEA FFY 1992-1997	TEA-21 FFY 1998-2003	ISTEA FFY 1992-1997 (Constant 2003 \$)
Total Authorized	\$ 211	\$ 306	\$ 266
Less: Demonstration Projects	<u>13</u>	<u>19</u>	<u>16</u>
Net Authorized	\$ 198	\$ 287	\$ 250
Less: Pass-Through to Cities and Counties	43	63	54
Safety Set-Aside	10	14	13
Transportation Enhancement Set-Aside	5	9	6
Planning Set-Aside	<u>4</u>	<u>7</u>	<u>5</u>
Authorized Federal Funds for State Construction	\$ 136	\$ 194	\$ 172

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Figure 13

## Annual Average Federal Funds

(\$ Millions)	TEA-21 FFY 1998-2003
Total Authorized	\$ 306
Less: Demonstration Projects*	<u>19</u>
Net Authorized	\$ 287
Less: Pass-Through Funds to Cities and Counties	63
Safety Set-Aside	14
Transportation Enhancement Set-Aside	9
Planning Set-Aside	<u>7</u>
Authorized Federal Funds for State Construction	\$ 194
Less: Federal Funds Committed to Projects Previously Announced 7/97	<u>145</u>
Increase in Authorized Federal Funds	49
Anticipated Obligation Limitation	<u>93%</u>
Increase Committed to Projects Previously Announced 7/97 as Unfunded	\$ 46

\*TEA-21 provided \$88 million to pay for 8 projects with an estimated \$451 million cost along with an additional \$23 million for unspecified projects. Only a limited amount of the demonstration money can be drawn per year. Demonstration projects cannot be financed from the State Highway Fund without reducing or eliminating other projects. Approximately \$28 million of state funds would be required to match the federal aid, and another \$312 million of state funds would be needed to complete the projects.

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Figure 14

inflation of construction costs. This ending year cash balance allows a modest Interim plan to be funded after the CHP.

While revenue sources continue beyond FY 1997, cash flow projections based on an extended Interim program (matches federal-aid, provides for Substantial Maintenance, and agency operations) show that after FY 2002, available resources drop below anticipated expenditures. Figure 12 compares 1989 House Bill 2144 projected State Highway Fund ending cash balances through FY 2000 with actual or current estimated cash balances for FY 1990-2007.

### Federal Funding

Recent reauthorization of federal transportation legislation, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), did provide a 45 percent increase in federal transportation funding. Figure 13

compares annual averages between the previous act, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and TEA-21. While the increase in federal funds was 45 percent, the overall increase in revenue to KDOT for state highway projects was less than 5 percent since federal funds to KDOT and local governments comprise less than 22 percent of State Highway Fund revenues.

As shown on Figure 14, a portion of the federal funds KDOT receives is earmarked for federally required set-aside programs such as Safety and Transportation Enhancement. In addition, KDOT has a long-standing policy of sharing federal fund increases with local units of government over and above that required by federal legislation.

Funds remaining after distribution of the earmarked and local funds discussed above are available for State Highway System projects. Because KDOT begins working on projects five to seven years in

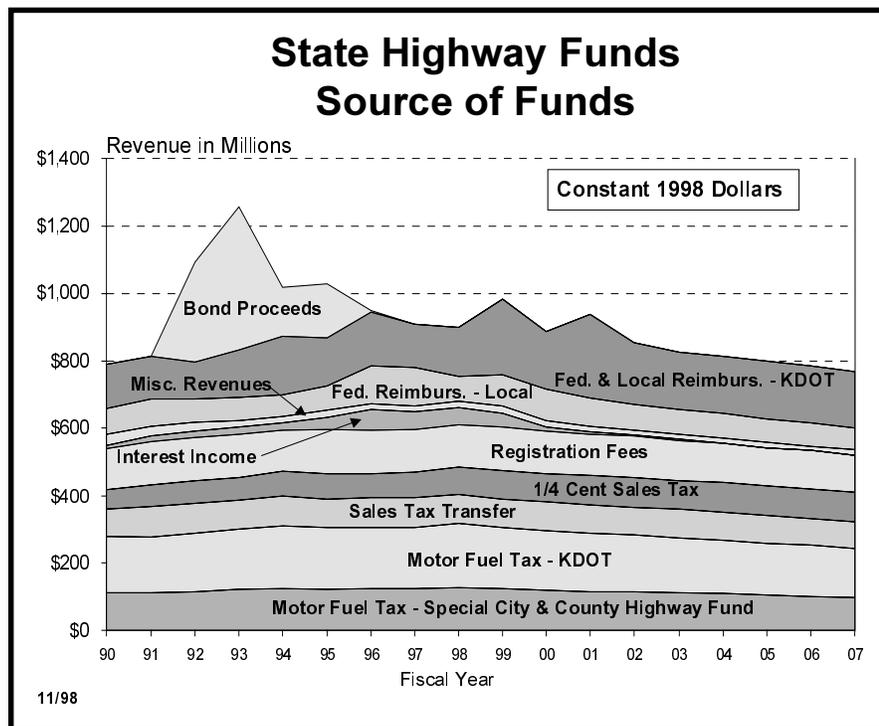


Figure 15

advance of construction, TEA-21 funding is committed to projects already underway. Projects for the Interim Plan first announced in 1995 anticipated most of the funding to be provided by TEA-21. Hence, much of the funds available for construction have already been programmed, and the unanticipated increase has been programmed for construction projects under development but which could not be funded prior to TEA-21.

### State Funding

Figure 15 shows all State Highway Fund revenue adjusted to 1998 dollars. Much of the State Highway Fund's revenue is not sensitive to inflation and remains basically flat over time. In fact, it should be noted that the ¼-cent sales tax is the only source sensitive to inflation. In recent years the Legislature has either reduced or capped the statutory amount of the sales tax transfer to the State Highway Fund, providing only a modest growth in the amount transferred. Reductions have been enacted one year at a time for the fiscal years 1991 through 1998, and the

projections used in this report for the sales tax transfer assume that the Legislature will continue to cap the sales tax transfer in the future.

In addition, the \$890 million in bond sales used to finance the CHP are not available after FY 1997. In fact, the last bond proceeds were disbursed in 1995. Bond monies funded many projects that otherwise would not have been built in the same time frame. If delayed, those same projects would have cost more due to inflation. However, the loss of future bond proceeds coupled with the onset of an annual \$85 million bond debt service after FY 1997 impacts the amount of revenues available for construction improvements after FY 1997.

Costs, unlike revenues, do increase with inflation, and over time the state's "buying power" is eroded. Figure 16 shows how limited revenues and inflation affect the amount of highway construction that can be let to contract. As previously discussed, the current Interim plan (shown as a dashed line) cannot

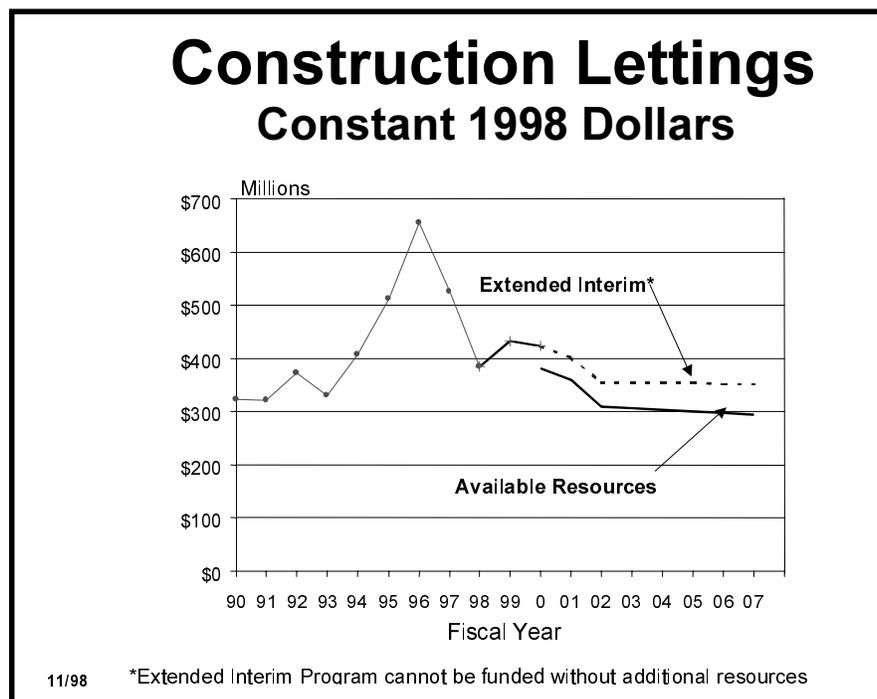


Figure 16

be funded beyond FY 2002. Cutting expenditures to match available resources (shown as the solid line) causes the highway construction program to drop to near pre-CHP levels, in terms of constant dollars, and these cuts would have to be initiated immediately.

## Highways

- ◆ *An adequate “Core Program” is needed to properly maintain and protect the tremendous investment in the state’s highway infrastructure. This “Core Program” is made up of the Preservation and Modernization components of a total highway program.*
- ◆ *An Expansion component is needed to meet many of the economic growth and development needs heard at the Town Hall meetings and to address increased traffic volume and safety concerns.*

## Background

To properly maintain a State Highway System, three program components need to be included. These components are Preservation, Modernization, and Expansion. Of these three components, Preservation and Modernization together comprise the “Core Program.” The Core Program consists of those activities necessary to adequately maintain the State Highway System and must be considered a funding priority.

The Preservation component is necessary to preserve the “as-built” condition of the roadway for as long as possible. The Preservation component is principally composed of resurfacing projects, minor bridge repair, and some set-aside programs for specific needs such as safety projects, emergency repair, pavement marking, signing, and highway lighting.

The Modernization component includes roadway and bridge work to bring bridges and roadways

<b>Recap of Highway Preservation Component</b>			
ANNUAL AVERAGE LET CONSTRUCTION COSTS (\$MILLIONS)	Extended Interim* FY 2004	CHP Inflated FY 2004	Possible T2000 Option
<b>Substantial Maintenance:</b>			
<b>Non-Interstate</b>	<b>\$117.1</b>	<b>\$90.0</b>	<b>\$117.1</b>
<b>Interstate</b>	<b>38.3</b>	<b>21.3</b>	<b>38.3</b>
<b>Set-Asides</b>	<b>38.3</b>	<b>23.1</b>	<b>38.3</b>
<b>PRESERVATION SUBTOTAL</b>	<b>\$193.7</b>	<b>\$134.4</b>	<b>\$193.7</b>
<small>*Assumes funding is available. Current FY 1998-2001 Interim Plan cannot be funded beyond FY 2002 without programmatic changes.</small>			
<small>11/98</small>			

Figure 17

up to today's standards. This is major work. Roadway modernization costs range from \$500,000 to \$700,000 a mile in western Kansas to \$1.3 to \$1.8 million per mile in areas of the state where the terrain is more challenging. Interstate reconstruction can vary from \$2 million per mile on rural-type projects to \$10 million per mile in urban areas. The average construction cost for a typical, moderate-sized bridge replacement is approximately \$600,000. Interchange construction costs can range from \$3 million to more than \$25 million.

The Expansion component includes work items such as adding roadways where none now exist, expanding two-lane facilities to four-lane, and adding interchanges and bypasses. In Kansas, some of the expansion needs of the state have been addressed through a program established under the CHP called the System Enhancement Program. K.S.A. 68-2314(b)(5) states that the Secretary of Transportation shall include in the highway program "...system enhancements, which include additions and special projects that substantially improve safety, relieve congestion, improve accesses or enhance economic development."

## Preservation

The Study Group considered two approaches to developing the size of the Preservation program. The first was based on the funding level for the Substantial Maintenance Program set in the CHP and inflated to FY 2004 dollars.

The second approach recognizes that needs and conditions have changed since passage of the CHP. For example, more dollars are being spent today to preserve the non-Interstate portion of the State Highway System, because projects under the CHP widened roadways and added shoulders, creating wider pavements to resurface. Greater resources are also being dedicated to the Interstate because KDOT recognized the pavement condition of the Interstate was unacceptable. This level of funding

also is designed to address other emerging needs such as highway lighting, improved pavement markings, and better signing.

Figure 17 shows the funding levels considered by the Study Group.

## Modernization

The Study Group considered three approaches to setting the size of the Modernization program. One approach was extending the FY 1998-2001 Interim Plan based upon fully matching the federal-aid funds that come to the state and continuing set-aside funding categories at today's level.

The second approach was based upon CHP funding levels inflated to 2004 dollars.

The third approach was a "Possible T2000 Option" providing for systematic modernization. The three approaches are described in greater detail below.

Extended Interim - Prior to passage of the CHP, the Kansas Modernization program was simply based upon matching the federal-aid dollars that came to the state along with a modest amount of set-aside funds for special needs.

The consequence of this approach was that funding was minimal and the state was dropping further and further behind in maintaining the system. This resulted in a massive backlog of transportation needs.

The Extended Interim approach to funding the Modernization component of a Comprehensive Transportation Program would be to go back to the approach used prior to 1989. This approach only provides resources sufficient to ensure that all federal-aid dollars provided to the state are utilized. This approach allows the federal funding formulas to set the general size of the state program, rather than the needs of the state.

## Recap of Highway Modernization Component

<i>ANNUAL AVERAGE LET CONSTRUCTION COSTS (\$MILLIONS)</i>	Extended Interim* FY 2004	CHP Inflated FY 2004	Possible T2000 Option
<b>Modernization:</b>			
MM Interstate, MM Non-Interstate, and Priority Bridge	\$238.6	\$325.5	\$329.8
MM Set-Asides	21.6	20.9	46.4
<b>MODERNIZATION SUBTOTAL</b>	<b>\$260.2</b>	<b>\$346.4</b>	<b>\$376.2</b>

\*Assumes funding is available. Current FY 1998-2001 Interim Plan cannot be funded beyond FY 2002 without programmatic changes.

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Figure 18

## Highway Modernization Component Roadway and Bridge Work Comparison

	Miles/Bridges Per Year		
	Extended Interim ** FY 2004	CHP Inflated FY 2004	Possible T2000 Option
<b>Roadway</b>			
Interstate	23	16	16
Non-Interstate	74	116	116
<b>Bridges *</b>			
Interstate	17	20	20
Non-Interstate	46	59	59

\* Includes Associated Bridges with major work scopes.

\*\* Assumes funding is available. Current FY 1998 - 2001 Interim Plan cannot be funded beyond FY 2002 without programmatic changes.

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Figure 19

Comprehensive Highway Program Inflated - This approach to funding the Modernization component of a transportation program is based on the CHP adjusted for inflation. Consequently, the Interstate and non-Interstate roadway categories, priority bridge, and set-aside categories are all based on the level approved in the 1989 CHP inflated to FY 2004 dollars. It does not take into account new priorities and assumes that the allocations made between categories in 1989 are still appropriate for today's needs.

Possible T2000 Option - This approach to funding the Modernization component of a transportation program is based on establishing a consistent work cycle for the State Highway System. This concept of systematic modernization is based on the principle that, in general, roadways will require major reconstruction work on some periodic cycle even if they have adequate maintenance throughout the intervening years.

The advantage to this approach is that it allows for uniform upkeep of the State Highway System if done in conjunction with an adequate maintenance program. This approach provides funding for modernization eliminating the "peak and valley" funding cycles. This allows a greater level of certainty when planning for the future enabling KDOT, local governments, consultants, contractors, and utility companies to better manage resources.

Under this approach, funding is increased for the Economic Development and Geometric Improvement set-asides under the Local Partnership Program, and funding is substantially increased for the Railroad Grade Separation set-aside program. Other set-aside programs receiving funding include Railroad Crossing Surfacing, Corridor Management, and Railroad/Highway Crossing and Hazard Elimination.

Figure 18 and Figure 19 compare the annual average let construction cost for each of the approaches

discussed above and the approximate number of miles/bridges that each approach would address each year. The number of miles/bridges does not reflect the work done under the set-aside programs.

## Expansion

In 1989 the expansion needs of the State Highway System were addressed through the System Enhancement Program. That program was funded with \$600 million, although ultimately, due to transfers from other programs and local match funds, the total project costs were \$838 million.

The Transportation 2000 Study Group noted in its deliberations that many of the communities expressing needs for projects were asking for System Enhancement-type projects. The Study Group felt that, on the strength of presentations at the 12 Town Hall meetings, the recommendation for the Expansion component should be bold.

## Local Jurisdiction

- ◆ *A number of good programs are currently available that lend support to local units of government. However they need to be increased in size to help address the large existing needs.*
- ◆ *The cap on the Motor Carrier Property Tax Transfer to the Special City and County Highway Fund (SCCHF) should be removed.*
- ◆ *The SCCHF should be increased proportionally to any increases in KDOT's core programs.*

## Background

Kansas has 105 counties and 635 incorporated cities, each with transportation responsibilities for those

roads which fall within their jurisdictional boundaries. Over the years, a multitude of programs have evolved to lend support to local units of government. The Study Group was presented with a list of these programs to consider.

### Special City and County Highway Fund

The Special City and County Highway Fund (SCCHF) is the principal state funding source for local units of government. The SCCHF receives 40.5 percent of the proceeds of the state motor fuels tax. These funds are then further divided between cities and counties with cities receiving 43 percent and counties receiving 57 percent.

With the 1989 enactment of the CHP, the SCCHF received 18 percent of the new tax revenues. The size of the SCCHF itself increased by 55 percent over prior years. The Study Group recognized that local needs have far outstripped the resources available. The members further noted that the backbone of state assistance to local governments is provided by the SCCHF. They felt that any approach to funding a new transportation program should provide an increase to the SCCHF which is proportional to the increase for KDOT's core highway programs.

The Study Group also noted that for a number of years there has been a cap on the transfer of Motor Carrier Property Tax to the SCCHF, reducing the amount of funds which are transferred to local governments. The cap was put in place at a time when there were tight budgets throughout state government. The Study Group expressed the view that the cap should be removed.

### Payments for Maintenance of City Connecting Links

City Connecting Links are those portions of state highways that pass through the city limits of

communities. Under Kansas law, City Connecting Links are the responsibility of the city. KDOT reimburses cities for maintenance of City Connecting Links on a lane-mile rate. The Secretary of KDOT may also enter into agreements with cities to maintain City Connecting Links in lieu of payment. This is usually done for small communities where it is not economical for the city to be responsible for the maintenance. KDOT also maintains all links that are fully access controlled, such as the Interstate. Current City Connecting Link payments are \$2,000 per lane-mile, per year, an increase from \$1,200 provided prior to the CHP. To reflect inflation, these payments would need to be increased to \$3,000 per lane-mile, per year.

### Local Partnership Program

The Local Partnership Program was established in 1983 to assist local units of government in maintaining and improving the highway system within their communities. Three different types of needs were identified: maintenance-type resurfacing of City Connecting Links; geometric improvements to City Connecting Links; and improvements to encourage or support economic development. A program was established for each of these categories, and applications were solicited from local units of government. This program has been very successful. Prior to this program, there was no existing procedure or process to identify and help fund improvements of this type. Since the program's establishment in 1983, funding has only been increased once and that was through passage of the CHP. The Study Group reviewed the following information that was presented to them regarding the Local Partnership Program.

KLINK Resurfacing Program - The City Connecting Link Resurfacing (KLINK) Program was developed to improve the roadway surfacing of City Connecting Links. This program has been fairly consistent in the number of requests received each year. Only once in the 15 years of the program has there been more

requests than could be approved. The participation ratio for this program began with the state's share at 50 percent of the construction and construction engineering costs up to a maximum of \$100,000. In FY 1998, the state's participation was changed to 75 percent up to a maximum of \$150,000 for cities with a population of less than 10,000 and 50 percent up to a maximum of \$150,000 for cities with a population of 10,000 or more.

One option the Study Group considered was to increase the state's maximum participation in this program from \$150,000 to \$200,000. For cities with a population less than 10,000, the state's participation would be 75 percent up to \$200,000. For cities with a population of 10,000 or more, the state's participation would be 50 percent up to \$200,000. The option also included increasing the amount of the annual set-aside to \$4.5 million and increasing the amount annually thereafter for inflation.

Geometric Improvement Program - The Geometric Improvement of City Connecting Links Program was developed to correct deficiencies in geometrics (road width, sight distance, curves) of connecting links of the State Highway System. The Geometric Improvement Program was established with varying participation ratios and maximum state funding limits depending on the size of the city. The program has been very popular and competitive. In general, nearly five times as many projects are requested each year as there are funds available. The projects are requested by local officials and reviewed by the Highway Advisory Commission, which recommends a set of projects to the Secretary of Transportation for consideration.

The Study Group considered an option that increased the set-aside for this program from \$5 million to \$8 million per year and increased the state's maximum participation rate by \$100,000 for each population group.

Economic Development Program - The Economic Development Program provides for highway and bridge construction projects that are intended to enhance the economic development of the area as well as the entire state. The projects must be either on the State Highway System or be eligible for federal-aid. The projects are requested by local officials and reviewed by the Highway Advisory Commission, which recommends a set of projects to the Secretary of Transportation for consideration.

The Program requires a minimum local match of 25 percent of the project cost. The set-aside amount for this program was increased to \$6 million under the CHP, but the funding level reverted to \$3 million at the conclusion of the CHP.

The Study Group considered an option to increase the available funding from \$3 million to \$6 million per year.

Federal Pass-Through Funds - The state has a long-standing policy of sharing a significant portion of federal-aid highway funds with local units of government. KDOT plans to share the increase in federal-aid funding from the Transportation Equity Act for the 21st Century (TEA-21) which amounts to a 45 percent increase to cities and counties.

## **Aviation**

- ◆ *A state-funded aviation program should give smaller communities an opportunity to participate and should have guidelines that are flexible and workable.*
- ◆ *Such a program should complement current local effort, not replace local effort.*

## **Background**

Although known as the air capital of the world, Kansas has never provided any state support for

public-use, general-aviation airports. In the past, the federal government assisted many Kansas communities with runway projects. Time and environmental distresses have had an impact on these runways, and now many public-use airports in Kansas are in need of major maintenance. Needs at airports in Kansas include improvements to pavement surfaces (runways, taxiways, and ramps), lighting, and the addition of navigational equipment and automated weather systems.

## Aviation Considerations

In discussing a state-funded aviation program, the Transportation 2000 Study Group had a number of concerns that it wanted such a program to address. The Study Group discussed its strong desire that guidelines for a state aviation program be developed in such a way as to give smaller communities across Kansas the opportunity to participate. The Study Group outlined its intentions that a state-funded aviation program should have guidelines and selection criteria established by the Secretary of Transportation.

The Study Group noted that in its Town Hall meetings the members had heard an overwhelming amount of information concerning the need for airport improvements to support air ambulance and other medical services. In addition, it was noted that airports are important for economic activity in local communities, providing access to business and industry along with passenger service.

Additionally, the Study Group saw any new state funding as a complement to current local effort, not as a replacement for local effort. They noted that an aviation program should be flexible, allowing for funds to be carried over from year to year if necessary.

A state-funded aviation program would allow for expanded opportunities to obtain federal aviation discretionary funds.

## Public Transit

- ◆ *Local governments currently provide a large portion of public transit funding.*
- ◆ *Additional state funding is needed to: restore service lost in recent years due to local budget cutbacks; enhance existing service such as shorter headways (time between scheduled buses); expand service into evenings and weekends; increase paratransit service; and add service to address “Welfare to Work” and other commuter needs.*
- ◆ *Any additional state funds should be used to expand and enhance public transit service, not to replace the local financial support.*

## Background

With the passage of the CHP in 1989, Kansas, for the first time provided state funding for public transit. That bill provided \$390,000 annually to support public transportation in rural and urban areas for the elderly and for persons with disabilities. In 1994 that amount was increased to \$1 million per year. These funds are divided among four Urbanized Area Transit Authorities (Wyandotte County/Kansas City, Kansas; Johnson County; Wichita; and Topeka) and approximately 170 providers in 15 Coordinated Transit Districts. Consequently, the funds do not go far. The funds available to urbanized areas may only be used for capital expenses, yet providing funds for maintaining vehicles and paying drivers’ salaries is an increasing problem for these providers.

## Transit Considerations

The Study Group noted that throughout its Town Hall meetings the members heard a clear and consistent message regarding public transit. They heard of the increasing need in rural areas for access to medical

services and employment opportunities such as “Welfare to Work.” They also heard that urban areas face increased demands for fixed route and paratransit service. Both rural and urban areas have many demands for expanded services on weekends and evenings.

A “Rural Public Transit Needs Assessment Study,” conducted by the Kansas University Transportation Center, found a wide range of unmet needs both in terms of those not currently served and those underserved. The study identified a need for both capital purchases as well as operating subsidies. Baseline Transit Needs Assessments were also done in Topeka; Wichita; Kansas City, Kansas; and Johnson County. These studies identified a significant shortfall in future funding for existing service levels. In addition, needs exist for service expansions such as additional paratransit service for the disabled community, reverse commute and other programs to meet the needs of “Welfare to Work,” weekend service, and light or commuter rail service where feasible.

The Study Group concluded that any recommendation for additional state public transit funding should recognize that the transit community is working to: restore service that has been lost, maintain current service, and expand into some new service areas in recognition of changing needs, such as commuter rail in the Kansas City area.

The Study Group recognized that while federal transportation legislation did provide an increase in public transit funding, local governments currently provide a large portion of transit funding. They applauded the local effort in this area and noted that any additional state funds should be used to expand and enhance public transit service, not to replace the local financial support.

## Rail

- ◆ *There is a compelling need to maintain shortline rail service in the state.*
- ◆ *Shortline railroads are privately owned, and a state rail program should be based on a revolving loan program, not a grant program.*

## Background

As a rural, agricultural state, rail is an important transportation mode in Kansas. Yet, the state has never provided state funds for the support of rail activities. As the Class I railroads have abandoned branch lines or sold them to shortline rail operators, the need for support to maintain service to communities has increased.

## Rail Considerations

The Study Group noted the importance of shortline railroads in moving agricultural products across the state. Many members noted that presentations at the Town Hall meetings provided them with a new awareness of the importance of the shortline railroads and the cost to highway maintenance by failing to support shortline railroads. There was a strong consensus among the Study Group for maintaining shortline railroads in the state.

The Study Group noted that shortline railroads are privately owned and concluded that any recommendation for a rail program should be a loan program, not a grant program. The purpose of the program would be track rehabilitation with matching fund requirements and oversight to be determined by the Secretary of Transportation.

## **Other**

The Transportation 2000 Study Group expressed concern about a number of other issues as well.

County Engineer Salary – Many counties noted difficulty in funding for the service of a County Engineer. Consequently, many counties simply do not have the assistance of an engineering professional.

The Study Group expressed recognition of and concern with this problem and discussed various options counties may have to alleviate this concern.

Dedicating a portion of the modernization program specifically to the construction of shoulders – The Study Group noted in its Town Hall meetings that the members frequently heard about the need for shoulders on roadways. They recognized the safety and maintenance benefit of shoulders and noted that one approach to addressing the concern about shoulders might be to require that a certain number of miles under the modernization program be dedicated specifically to the addition of shoulders.

However, the Study Group also appreciated that, due to complications of terrain and design standards, adding shoulders is frequently not an easy or a simple process. The members also recognized that to add shoulders to a roadway typically will require major reconstruction of the entire roadway and that the modernization program already addresses shoulder improvements.

Minimum dollar expenditure per county – Members of the Study Group noted that the CHP required the expenditure by KDOT of at least \$2.5 million per county during the program and expressed interest in pursuing a similar approach under a Comprehensive Transportation Program.